

Potential MAP-21 Performance Measures / Data Needs (working draft for discussion purposes only)			Source: US DOT, Federal Highway Administration	
FHWA NPRM	Performance Measures in NPRM	Target Setting in NPRM	Determining Performance Target Progress (Database Identified in NPRM)	Current Associated Data Collection and Reporting Activities
Safety	Number of Traffic Fatalities on all public roads	State DOTs: State DOTs will set targets within 1 year of the Final Rule effective date. The NPRM requires states to set performance targets in the annual Highway Safety Improvement Program (HSIP) report to FHWA for the following year. State DOT targets must align with State Highway Safety Office (California's Office of Traffic Safety) targets reported annually to NHTSA in the State Highway Safety Plan. MPOs: Must set performance targets, or adopt State DOT targets, within 180 days each time State DOTs submit targets. MPO targets will be provided to State DOTs, available FHWA upon request, and incorporated into MPO planning and programming documents. State DOTs and MPOs shall coordinate target setting to the maximum extent practicable.	NHTSA Fatality Analysis Reporting System (FARS).	California Highway Patrol (CHP) submits information into FARS from the Statewide Integrated Traffic Records System (SWITRS).
	Rate of Traffic Fatalities per 100 million VMT on all public roads	See above.	FARS and FHWA Highway Performance Monitoring System (HPMS).	Caltrans DRIS currently submits information to HPMS, and collects the relevant travel data by contract and receives information from local agencies.
	Number of Serious Injuries on all public roads	See above.	"State Reported Data" (likely CHP's SWITRS).	Serious injury data is currently collected by CHP through SWITRS, but not reported at the Federal level (Caltrans Division of Traffic Operations anticipates reporting CHP data into HSIP to implement the Final Rule).
	Rate of Serious Injuries on all public roads	See above.	State Reported Data and HPMS.	See above.
Bridge	Percentage of National Highway System Bridges in good and poor conditions (The NPRM requires that no more than 10 percent of NHS bridges measured by deck area be structurally deficient).	State DOTs: The NPRM requires State DOTs to set targets within 1 year of the final rule effective date and establishes a biennial reporting and target-setting (including evaluation and target adjustment) process. State DOTs must establish baseline conditions, a 2-year (midpoint) and 4-year (full performance period) targets as part of a Baseline Performance Period report submitted to FHWA by October 1 of the first year in the performance period and every 4 years thereafter. Additionally, State DOT's must also submit Mid Performance Period Progress Reports after two years, where they will have the opportunity to adjust the 4-year full performance target, and Full Performance Period Reports at the end of the 4-year full performance period. Caltrans' targets will be set by the Bridge Program initially and reevaluated every two years. MPOs: MPOs would establish 4-year targets for the same measures within 180 days after State DOTs establish targets. The targets would be established in coordination with the State, to the maximum extent practicable. The MPO could either agree to support the State target or establish a quantifiable target specific to the MPO planning area. As part of the 4-year Full Performance Period Reports, MPOs will report targets and progress toward the achievement of targets.	FHWA National Bridge Inventory (NBI) .	Caltrans collects this data on an ongoing basis and reports it annually.
Pavement	Percentage of pavements on the Interstate System in good and poor condition (The NPRM requires no less than 5 percent of Interstate system lane miles be in poor condition).	State DOTs: The NPRM requires State DOTs to set targets within 1 year of the final rule effective date and establishes a biennial reporting and target-setting (including evaluation and target adjustment) process. State DOTs must establish baseline conditions, a 2-year (midpoint) and 4-year (full performance period) targets as part of a Baseline Performance Period report submitted to FHWA by October 1 of the first year in the performance period and every 4 years thereafter. Additionally, State DOT's must also submit Mid Performance Period Progress Reports after two years, where they will have the opportunity to adjust the 4-year full performance target, and Full Performance Period Reports at the end of the 4-year full performance period. Caltrans' targets will be set by the Pavement Program initially and reevaluated every two years. MPOs: MPOs would establish 4-year targets for the same measures within 180 days after State DOTs establish targets. The targets would be established in coordination with the State, to the maximum extent practicable. The MPO could either agree to support the State target or establish a quantifiable target specific to the MPO planning area. As part of the 4-year Full Performance Period Reports, MPOs will report targets and progress toward the achievement of targets.	HPMS - Caltrans will report the previous year's data collection to HPMS annually.	A Caltrans contracted automated pavement condition survey (APCS) collects data annually on approximately 15,000 centerline miles of state-owned NHS pavement. In 2015 and 2016, the APCS will collect data on about 6,000 centerline locally-owned non Interstate NHS pavement.
	Percentage of National Highway System pavements (excludind the Interstate System) in good and poor condition.	See above.	HPMS - see above.	See above.
System Performance/Congestion	System Performance measures to be determined through Federal rulemaking	Unknown until the NPRM is published (Expected NPRM Release September / October 2015).	Unknown until the NPRM is published (Expected NPRM Release September / October 2015).	Caltrans currently has a network of highway detection in most metropolitan areas, and in all of the most congested areas of the state, in nine of the twelve districts. These detectors feed into a software tool called Caltrans Performance Measurement System (PeMS), which gathers information from these detection stations and enables analysis of highway performance. PeMS is able to report on several areas of highway performance, such as speeds, congestion, corridor reliability, bottlenecks, and historical information is available for most types of reporting, enabling staff to analyze system performance over time, to determine whether issues are recurrent or non-recurrent.
Freight	Freight measures to be determined through Federal rulemaking	Unknown until the NPRM is published (Expected NPRM Release September / October 2015).	Unknown until the NPRM is published (Expected NPRM Release September / October 2015).	Freight performance measures are currently not reported. Some sources of data may come from FHWA, Office of Traffic Operations and Office of Multi-modal System Planning.
Congestion Mitigation and Air Quality (CMAQ)	CMAQ Measures to be determined through Federal rulemaking.	Unknown until the NPRM is published (Expected NPRM Release September / October 2015).	Unknown until the NPRM is published (Expected NPRM Release September / October 2015).	MPOs and RTPAs currently report emissions benefits for each CMAQ funded project to Caltrans. Caltrans receives this data and prepares the Statewide CMAQ Annual Report, which is uploaded into FHWA's CMAQ database annually.